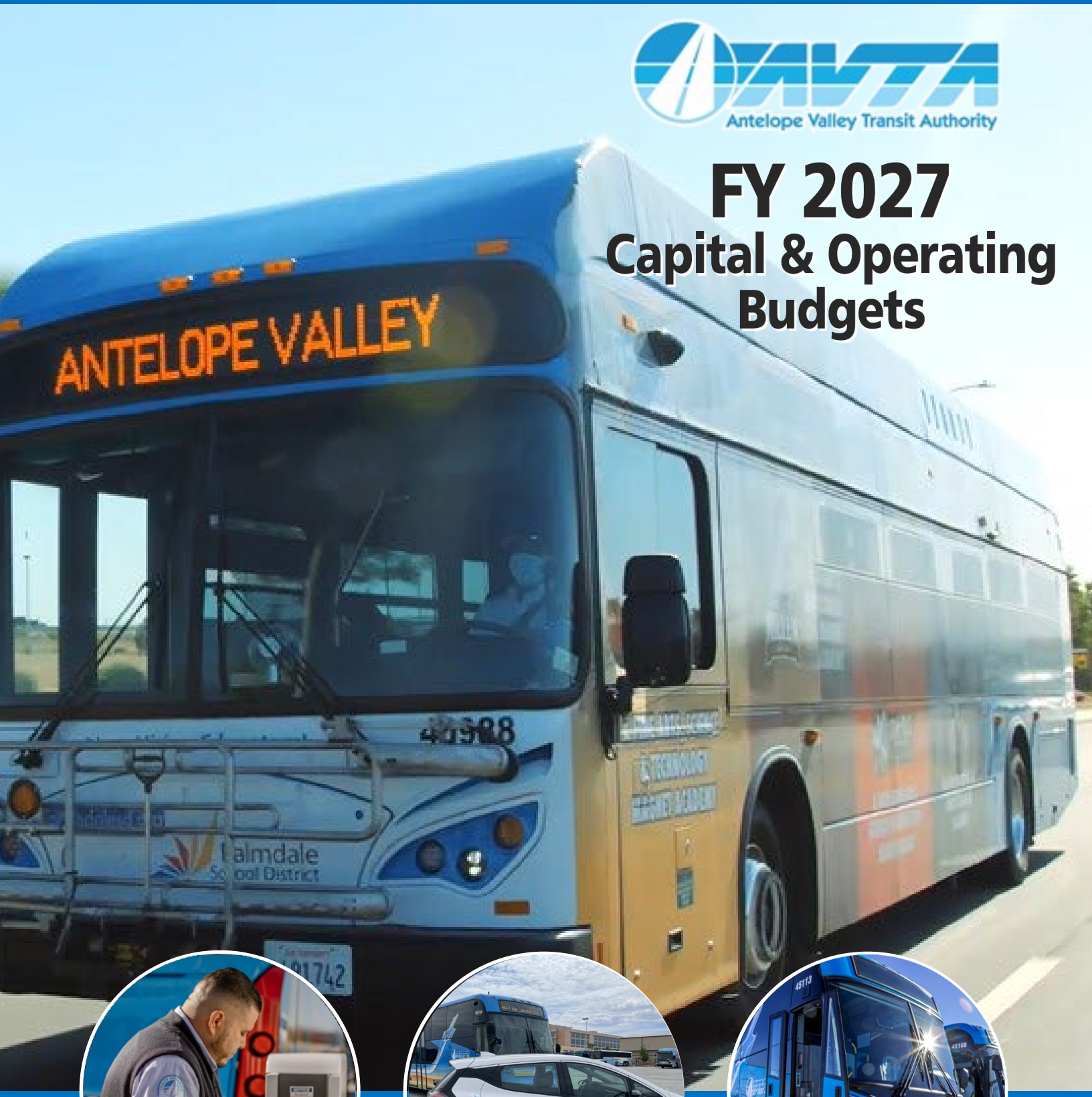
Antelope Valley Transit Authority

FY 2027
Capital & Operating Budgets



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About AVTA

The Antelope Valley Transit Authority (AVTA) is a public entity established on April 1, 1992, pursuant to Section 6506 of the Government Code of the State of California. AVTA was formed under a Joint Exercise of Powers Agreement (JPA). Its members consist of the County of Los Angeles and the cities of Lancaster and Palmdale. The JPA members jointly contribute capital and operating funds to AVTA each year to assist in providing transit services to the Antelope Valley area.

AVTA is governed by a six-member Board of Directors with governance responsibilities over all activities related to AVTA. The Board is comprised of two directors from each participating jurisdiction and meets on the fourth Tuesday of each month. The Executive Director/CEO manages day-to-day operations and implements Board policy in accordance with the duties specified in the applicable sections of the Government Code of the State of California and the JPA.

The Board of Directors comprises the following members:

Board of Directors

Marvin Crist
Chairman

Richard Loa
Director

Dianne Knippel
Vice Chair

Raj Malhi
Director

Eric Ohlsen
Director

Michelle Royal
Director

History

The Antelope Valley Transit Authority (AVTA) is located in Southern California, approximately 70 miles north of downtown Los Angeles. The main administrative and maintenance facilities are headquartered in Lancaster, California, with a satellite facility in Lake Los Angeles.

AVTA CEO and Executive Director, Martin J. Tompkins

AVTA was formed to provide and administer public transportation services for the citizens of Lancaster, Palmdale, and certain unincorporated sections of the County of Los Angeles in the Antelope Valley. The Greater Antelope Valley area encompasses over 3,000 square miles, includes both Northern Los Angeles County and Eastern Kern County, and is home to approximately 500,000 residents. The Antelope Valley provides a thriving environment for economic growth and offers a wide range of benefits to businesses seeking to relocate or expand their operations.

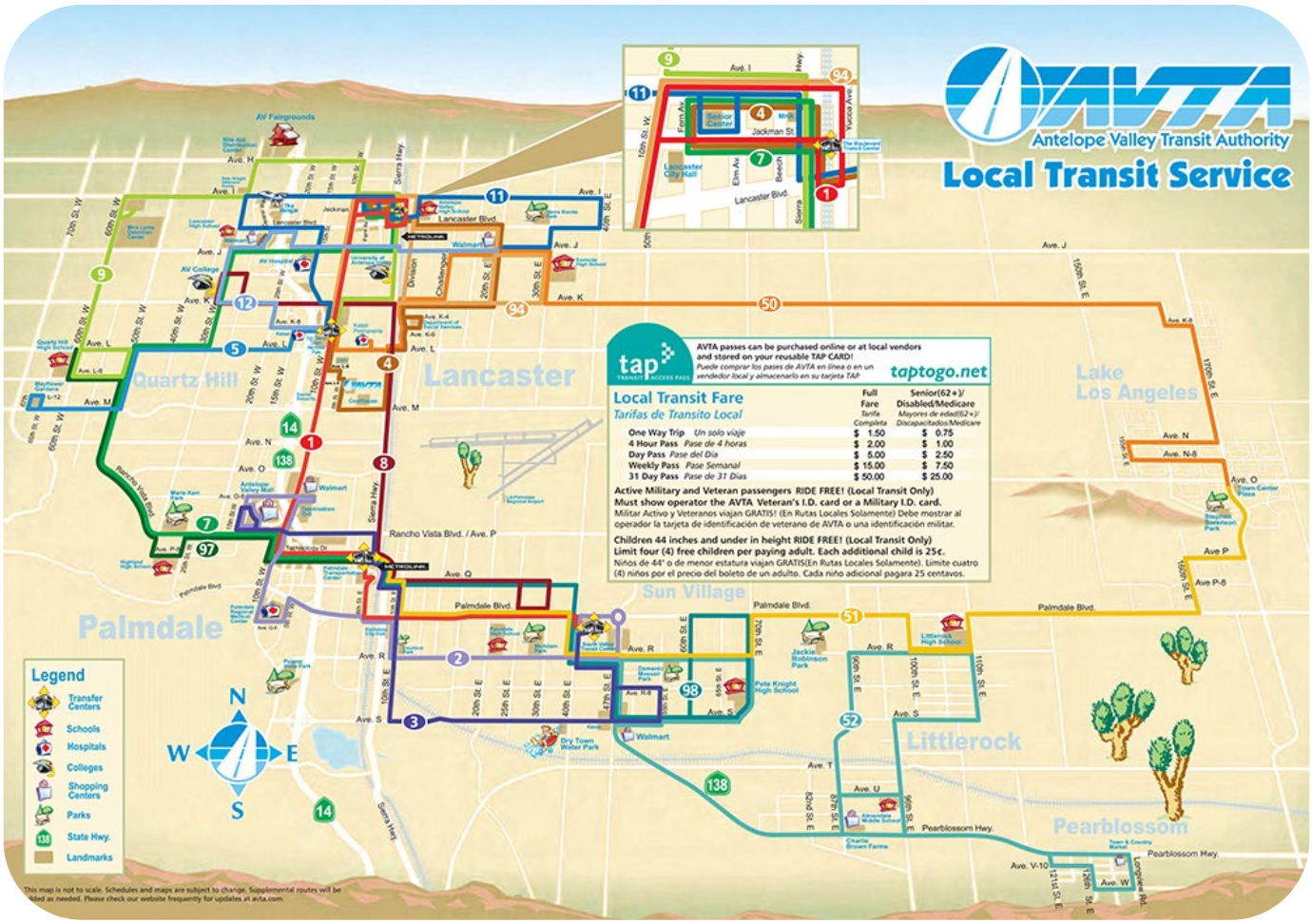
The Greater Antelope Valley area encompasses over 3,000 square miles…

AVTA began operations with three services: Transit, Commuter, and Dial-A-Ride. AVTA's total service area covers 1,200 square miles and is bounded by the Kern County line to the north, the San Bernardino County line to the east, the Angeles National Forest to the south, and Interstate 5 to the west. In September 2020, AVTA added two new service options: On-Request Microtransit Ride Service (ORMRS) and Non-Emergency Medical Transport (NEMT).

Local Service Routes

AVTA local service operates on weekdays from 5:00 a.m. to 12:28 p.m., Saturdays from 5:45 a.m. to 10:55 p.m., and Sundays 6:45 a.m. to 10:26 p.m. There is no service provided on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

AVTA's local routes are described on the following map.



AVTA's Local Transit Service Map

Fares: Local Fare Structure

Each AVTA service mode has its own fare structure, Local, Commuter, Dial-A-Ride, On-Request Microtransit Ride Service, and Non-Emergency Medical Transport Services.

AVTA's fares for local services are summarized in the following table:

Local Transit Services	Full Fare	Reduced Fare
One-Way Trip	$1.50	$0.75
4-Hour Pass	$2.00	$1.00
Day Pass	$5.00	$2.50
Weekly Pass	$15.00	$7.50
31 day Pass	$50.00	$25.00

Senior/Disabled Passengers must have a Senior/Disabled TAP photo I.D. card to qualify for a reduced fare.

Children 44 inches and under in height ride free on regular transit only.
Limit four (4) free children per fare paying adult. Each additional child will pay 25 cents.

Active Military and Veterans Ride Free with proper identification on AVTA Local Transit during regular service hours!

Local Service Route Descriptions:

Route 1: This line connects Lancaster and Palmdale via 10th Street West and Palmdale Blvd. Northbound, the route begins at South Valley Transit Center, located on 40th St. E. & Palmdale Blvd., travels west along Palmdale Blvd, turns north to serve the Palmdale Transportation Center via 6th St. East., and then travels on Technology Drive to 10th St. West. On 10th St. West, the route serves the Antelope Valley Mall, Social Security Office, Department of Motor Vehicles, Sgt. Steve Owen Memorial Park, and central Lancaster, terminating at the Scott Thomas Wilk Transit Center, located on Sierra Hwy & Jackman St. Route 1 provides 15-minutes frequency during in-peak service and 30-minute frequency in off-peak service.

Route 2: This line operates within Palmdale, connecting the Antelope Valley Mall to the South Valley Transit Center on 40th St. East. & Palmdale Blvd. Major destinations served by this route include the Antelope Valley Mall, Palmdale Regional Medical Center, Avenue R, and 47th St. East. & Avenue R retail corridor. Route 2 provides 30-minutes service frequency and is interlined with Route 3.

Route 3: Like Route 2, this line provides service throughout Palmdale, connecting the west and east areas of the city. Route 3 provides service every 30 minutes through the Avenue S corridor. The service area includes the 47th St. East and Avenue S retail corridors, Palmdale City Hall, the Palmdale Transportation Center, Drytown Water Park, and the Antelope Valley Mall.

Route 4: This route provides service within Lancaster, operating every 60 minutes. Single transfer connections can be made with most AVTA local lines at Sgt. Steve Owen Memorial Park. Other major stops include the Los Angeles County Social Services offices, the Scott Thomas Wilk Transit Center, the AVTA Operations and Maintenance Facility, and the Michael D. Antonovich Courthouse.

Route 5: Connecting Quartz Hill to Lancaster, Route 5 runs every 70 minutes and provides connections to shopping centers and businesses along Avenue L, terminating at Sgt. Steve Owen Memorial Park. The main passenger generators are the Mayflower Gardens senior housing complex, the 50th St. West. and Avenue M (Columbia Way) retail corridor, and the Kaiser Permanente Facility on 15th St. West.

Route 7: Operating on a 75-minute frequency, this line connects passengers to the west side of both Lancaster and Palmdale. Route 7 originates at the Scott Thomas Wilk Transit Center and travels south on Sierra Hwy. to Avenue J, where it travels west to 30th St. West. The route continues south on 30th St. West., to Avenue L, and then turns south onto 50th St. West. (which becomes Rancho Vista Blvd.) and terminates at the Palmdale Transportation Center. This route serves the residential areas of Rancho Vista and Quartz Hill. The main passenger generators are the Antelope Valley College, Quartz Hill High School, retail centers along 10th St. West and Rancho Vista Blvd., and the Antelope Valley Mall.

Route 8: The College Connector travels a continuous loop between the main Antelope Valley Campus in Lancaster and its Palmdale Center. Route 8 operates every 90 minutes.

Route 9: This route provides service to the northwestern portion of the Antelope Valley, between Quartz Hill and Lancaster. Route 9 is the only route to offer service to, the Mira Loma Detention Center, and Antelope State Prison. Route 9 offers major transfer

points in Lancaster at Sgt. Steve Owen Memorial Park, providing transfers to Routes 1, 4, 7, and 11, and is walking distance from the Scott Thomas Wilk Transit Center in Lancaster. This route also provides service to Quartz Hill High School at its western terminus and operates on a 105-minute frequency.

Route 11: This line provides service throughout Lancaster, connecting the west and east sides of the city. Route 11 serves Avenue I from 40th St. E. to 30th St. W. on 30-minute frequencies. The route continues south on 30th St. W., turns eastbound on Lancaster Blvd., south on 15th St. W., and finally turns east on Avenue K and turns south on 10th St. W. and ends at Sgt. Steve Owen Memorial Park. The main passenger generators are the businesses along Avenue I, the Lancaster Senior Center, the Employment Development Department offices, and Antelope Valley Hospital. Connections to the Lancaster Metrolink Station can also be made from this line.

Route 12: Similar to Route 11, Route 12 operates on 30-minute frequencies while providing passenger connectivity between the west and east areas of Lancaster along Avenue J from 20th St. East. to 30th St. West. This line heads south along 30th St. W. to Avenue K., turning east on Avenue K, south on 20th St. West, turns east on Avenue K-8 to reach Sgt. Steve Owen Memorial Park. Main passenger generators are businesses along Avenue J, Antelope Valley Hospital, Antelope Valley College, businesses on 20th St. W. and Avenue K.

Route 50: This line connects Lancaster to the Lake Los Angeles community. Route 50 is one of two routes providing service to Lake Los Angeles, mainly along Avenue K. This route offers multiple intermediary stops between Sgt. Steve Owen Memorial Park and Town Center Plaza in Lake Los Angeles, providing access to grocery stores, shopping centers, and the Avenue L Kaiser Permanente Medical Facility, more popularly known as the" Butterfly Building". Route 50 provides service to the more rural areas of the Antelope Valley and due to the low population and employment density of the area, operates on 130-minute frequencies.

Route 51: Much like Route 50, Route 51 provides service to Lake Los Angeles from Palmdale. Starting at the Palmdale Transportation Center, the route travels east, predominately along Palmdale Blvd., to the Town Center Plaza in Lake Los Angeles. This route also services South Valley Transit Center, allowing for additional route

connections. Unlike Route 50, this route provides more stops along the way, predominately in the southeastern areas of Palmdale, where stops provide access to Littlerock High School, Lake Los Angeles Elementary School, and 47th St. East. & Avenue R retail shopping areas. This route operates on a variable frequency of 130 to 145-minutes.

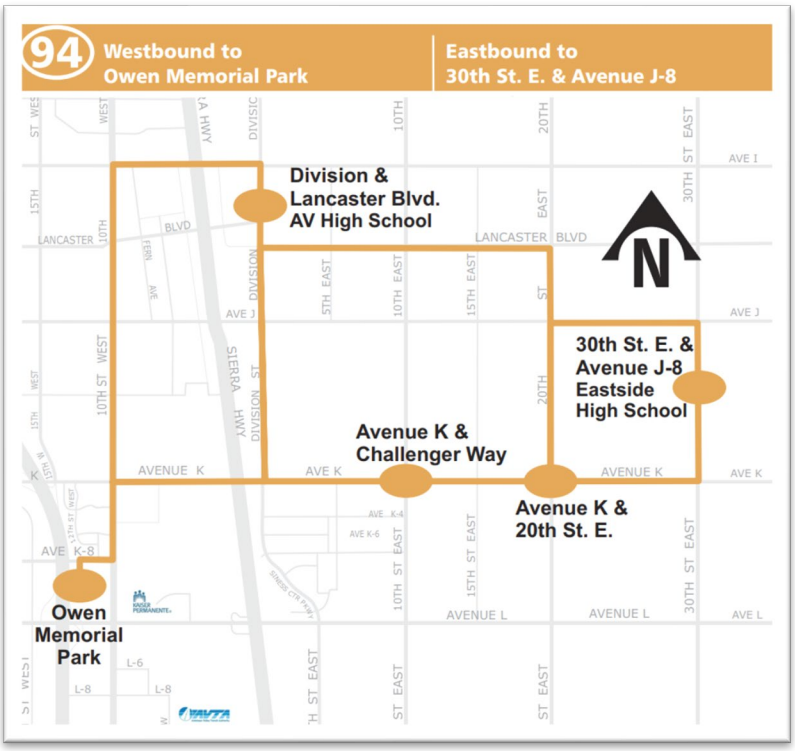
Route 52: This line provides service to the communities of Littlerock and Pearblossom in the southeastern portion of the Antelope Valley, utilizing Pearblossom Highway as its main corridor and utilizing 90th St. East. to service Avenue T. While predominately a local line serving Littlerock, Pearblossom, and Sun Village, Route 52 also provides connections to Routes 1, 2, 3 and 51 at the South Valley Transit Center. Route 52 provides several stops with access to multiple shopping centers, grocery stores, Pearblossom Elementary School, Littlerock High School, and Pete Knight High School. This route operates on variable 125 to 140-minute frequencies.

Supplemental Local Service

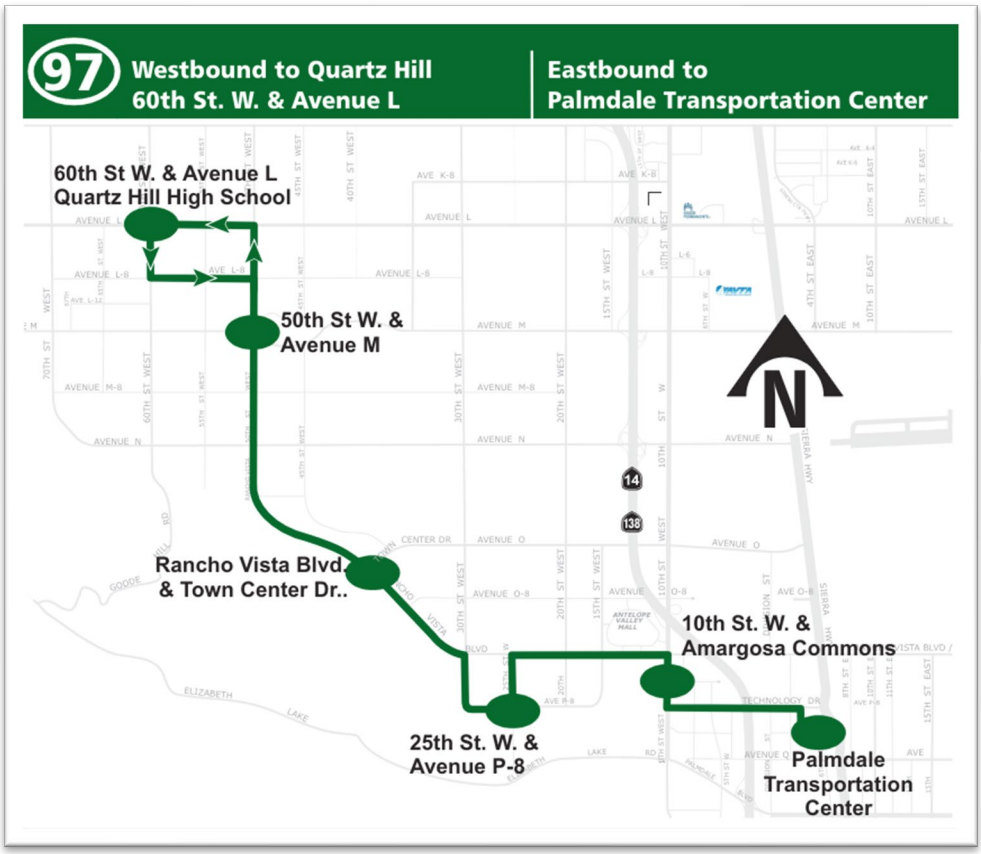
The following supplemental routes operate during peak morning and afternoon hours, alleviating passenger overcrowding caused by increases in student ridership. Service is open to all patrons.

…supplemental routes operate during peak morning and afternoon hours, alleviating passenger overcrowding…

Route 94: This line provides tripper service that includes Eastside and Antelope Valley High Schools, supporting Route 1 on the 10th St. W. corridor and terminating at the Sgt. Steve Owen Memorial Park.



Route 97: This line provides tripper service that includes Quartz Hill and Highland High Schools, supporting Route 7 on the Rancho Vista Blvd. and 50th St. West. Corridor and terminating at the Palmdale Transportation Center, with available transfers to local routes, commuter routes, and Metrolink.



Route 98: This line provides tripper service for Pete Knight High School and Shadow Hills Middle School, terminating at the Palmdale Transportation Center utilizing Avenue Q and Avenue S.

COMMUTER SERVICE ROUTE DESCRIPTIONS

AVTA provides commuter service from the Antelope Valley to Downtown Los Angeles, Century City, and the West San Fernando Valley. Sgt. Steve Owen Memorial Park and the Palmdale Transportation Center are the designated morning pick-up and evening drop-off locations for commuter services. All commuter fares are discounted by 50% for senior and disabled passengers. For consistency, travel times on the commuter express service are refined to accurately match the travel time required between time points for each trip made during the day.

Route 785 to Los Angeles

This line operates 14 daily trips, carrying passengers to the downtown business district of Los Angeles, between 1st and 8th Streets on the north and south, and from Main to Figueroa Streets on the east and west. There are seven morning departures from the Antelope Valley between 3:50 a.m. and 6:00 a.m. and seven afternoon departures from Los Angeles between 2:50 p.m. and 5:40 p.m. Trip times average two hours each way.

785 — Monday-Friday Only; PM times in bold

A.M. Runs: Southbound to Downtown Los Angeles							P.M. Runs: Northbound to Palmdale/Lancaster					
Depart Owen Memorial Park	Depart Palmdale Transportation Center	Spring St. & Temple St. (A)	Flower St. & 5th St. (B)	6th St. & Spring St. (C)	Arrive Union Station (D)		Depart 8th St. & Spring St. (E)	Figueroa St. & 5th St. (F)	Main St. & Temple St. (G)	Union Station (D)	Arrive Palmdale Transportation Center	Arrive Owen Memorial Park
3:50	4:05	5:20	5:26	5:31	5:39	RUN 1	2:50	2:59	3:10	3:16	4:52	5:11
4:10	4:25	5:40	5:47	5:52	6:00	RUN 2	3:20	3:29	3:39	3:47	5:33	5:50
4:35	4:50	6:05	6:12	6:17	6:25	RUN 3	3:45	3:54	4:05	4:12	5:49	6:16
4:55	5:10	6:30	6:37	6:42	6:50	RUN 4	4:15	4:25	4:37	4:44	6:34	6:49
5:20	5:35	6:55	7:02	7:07	7:15	RUN 5	4:40	4:50	5:01	5:11	6:56	7:12
5:40	5:55	7:25	7:32	7:37	7:45	RUN 6	5:10	5:21	5:32	5:39	7:19	7:36
6:00	6:15	7:45	7:52	7:57	8:05	RUN 7	5:40	5:49	5:58	6:09	7:43	7:58

Morning stop locations: Owen Memorial Park; Palmdale Transportation Center; Spring & Temple; Spring & 1st; 1st & Hill; Hope & 1st; Flower & 3rd; Flower & 5th; 6th & Flower; 6th & Grand; 6th & Olive; 6th & Spring; Main & 1st; Main & Temple; Union Station.

Afternoon stop locations: 8th & Spring; 8th & Olive; 8th & Grand; Figueroa & 7th; Figueroa & 6th; Figueroa & 5th; Hope & 3rd; Hope & 1st; 1st & Hill; Main & 1st; Main & Temple; Union Station; Palmdale Transportation Center; Owen Memorial Park

Route 785 Fare

	Full Fare	Senior(62+)/Disabled/ Medicare cardholder
One-Way Trip	$ 9.25	$ 4.50
10-Trip	$ 85.00	$ 42.50
Monthly Pass	$ 296.00	$ 148.00
EZ Transit Pass	$ 330.00	$ 165.50
	Zone 10	Zone 13

Seniors (62+), Disabled, and Medicare cardholding passengers must show valid I.D.

Passes of higher value may be used on routes with a lesser monthly pass value or are subject to an upcharge.

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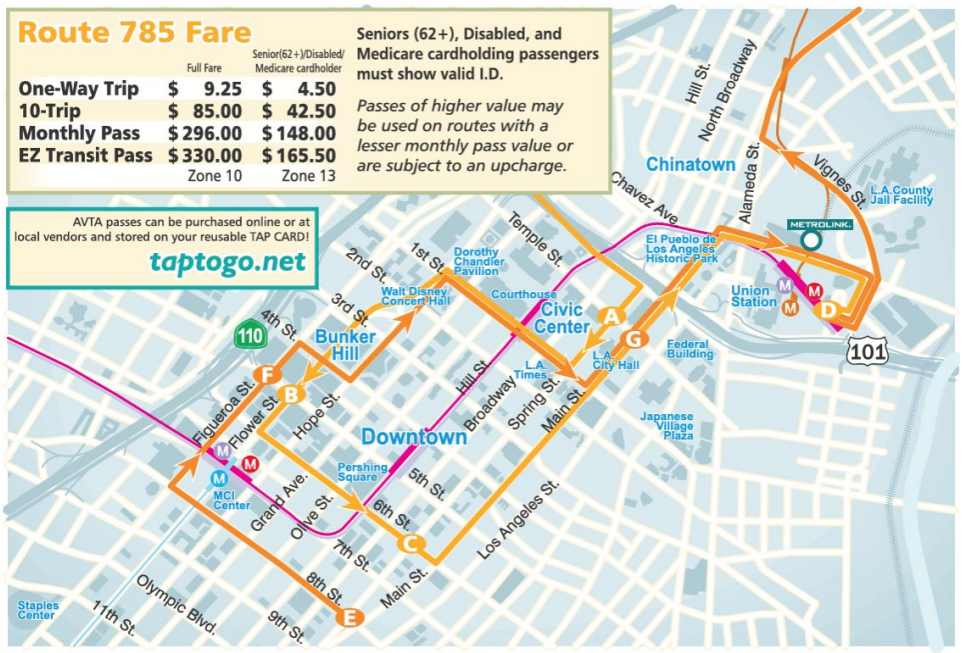

AVTA's Commuter Route 785 Map & Fare Table

Route 786 to West LA and Century City

This line operates eight daily trips, traveling from the Antelope Valley to West Los Angeles, completing stops in Century City and along Wilshire Blvd., Santa Monica Blvd., Highland and Hollywood Blvd., and the University of California, Los Angeles (UCLA). There are four morning departures from 4:00 a.m. to 5:20 a.m. and four afternoon departures from Century City, from 2:50 p.m. to 4:05 p.m., with the last trip of the day servicing the VA Medical Center.

786

Monday-Friday Only
PM times in bold

A.M. Runs
Southbound to Century City / West L.A.

P.M. Runs
Northbound to Palmdale/Lancaster

Depart Sgt. Steve Owen Memorial Park	Depart Palmdale Transportation Center	Gayley & Strathmore (UCLA)	Westwood & Lindbrook	Santa Monica Blvd. & Century Park E.	Wilshire Blvd. & Camden Dr.	Wilshire Blvd. & La Jolla Ave.	La Brea Ave. & Santa Monica Blvd.	Arrive Highland & Hollywood	Arrive West LA V.A. Medical Center		Depart West LA V.A. Medical Center	Depart Highland & Hollywood	Santa Monica Blvd. & La Brea Ave.	Wilshire Blvd. & La Jolla Ave.	Wilshire Blvd. & Rodeo Dr.	Century Park E. & Constellation	Westwood & Lindbrook	Gayley & Strathmore (UCLA)	Arrive Palmdale Transportation Center	Arrive Sgt. Steve Owen Memorial Park
		A	B	C	D	E	F	G	H		H	G	F	E	D	C	B	A		
4:00	4:15	5:35	5:41	5:51	5:56	6:03	6:11	6:17	-	RUN 1	-	2:50	3:03	3:23	3:34	3:43	3:59	4:06	6:01	6:18
4:25	4:40	6:00	6:06	6:16	6:21	6:28	6:36	6:42	-	RUN 2	-	3:25	3:38	3:58	4:09	4:18	4:34	4:45	6:40	6:57
4:50	5:05	6:25	6:31	6:41	6:46	6:53	7:01	7:07	-	RUN 3	-	4:05	4:18	4:36	4:48	4:57	5:13	5:24	7:19	7:36
5:20	5:35	7:15	7:21	7:31	7:36	7:43	7:51	-	8:26	RUN 4	4:05	-	5:02	5:26	5:38	5:47	6:03	6:11	7:48	8:08

Morning stop locations: Sgt. Steve Owen Memorial Park; Palmdale Transportation Center; Gayley & Strathmore - UCLA; Gayley & Landfair Ave; Le Conte Ave & Westwood; Westwood & Weyburn Ave; Westwood & Lindbrook; Santa Monica Blvd & Century Park East; Santa Monica Blvd & Wilshire; Wilshire & Camden Dr; Wilshire & Rexford; Wilshire & Doheny; Wilshire & La Peer; Wilshire & Robertson; Wilshire & La Cienega; Wilshire & La Jolla; Wilshire & Spaulding; Wilshire & Masselin; La Brea & 6th; La Brea & Beverly; La Brea & Melrose; La Brea & Santa Monica; Highland & Hollywood(except Run 4)

A.M. Run 4 will service the West LA V.A. Medical Center.

Afternoon stop locations: Highland & Hollywood(except Run 4); La Brea & Santa Monica; La Brea & Melrose; La Brea & Beverly; Wilshire & Cloverdale; Wilshire & Masselin; Wilshire & Fairfax; Wilshire & La Jolla; Wilshire & La Cienega; Wilshire & Robertson; Wilshire & La Peer; Wilshire & Doheny; Wilshire & Rexford; Wilshire & Rodeo; Santa Monica & Wilshire; Century Park East & Santa Monic Century Park East & Constallation; Century Park West & Solar Way; Westwood & Lindbrook; Gayley & Landfair; Galey & Strathmore-UCLA; Palmdale Transportation Center; Sgt. Steve Owen Memorial Park.

P.M. Run 4 will service the West LA V.A. Medical Center.

Route 786 Fare

	Full Fare	Senior(62+)/Disabled/ Medicare cardholder
One-Way Trip	$ 10.75	$ 5.25
10-Trip	$ 99.00	$ 49.50
Monthly Pass	$ 344.00	$ 172.00
EZ Transit Pass	$ 352.00 Zone 11	$ 175.00 Zone 14

Seniors (62+), Disabled, and Medicare cardholding passengers must show valid I.D.

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AVTA's Commuter Route 786 Map & Fare Table

Route 787 to San Fernando Valley

This line operates 14 daily trips, carrying passengers to the West San Fernando Valley business districts along Plummer St., Desoto Ave, Victory Blvd., Canoga Avenue, and the Cal State University Northridge (CSUN) Transit Center. There are seven morning departures from 4:00 a.m. to 6:00 a.m. and seven afternoon departures from San Fernando Valley from 3:00 p.m. to 6:00 p.m.

787

Monday-Friday Only
PM times in bold

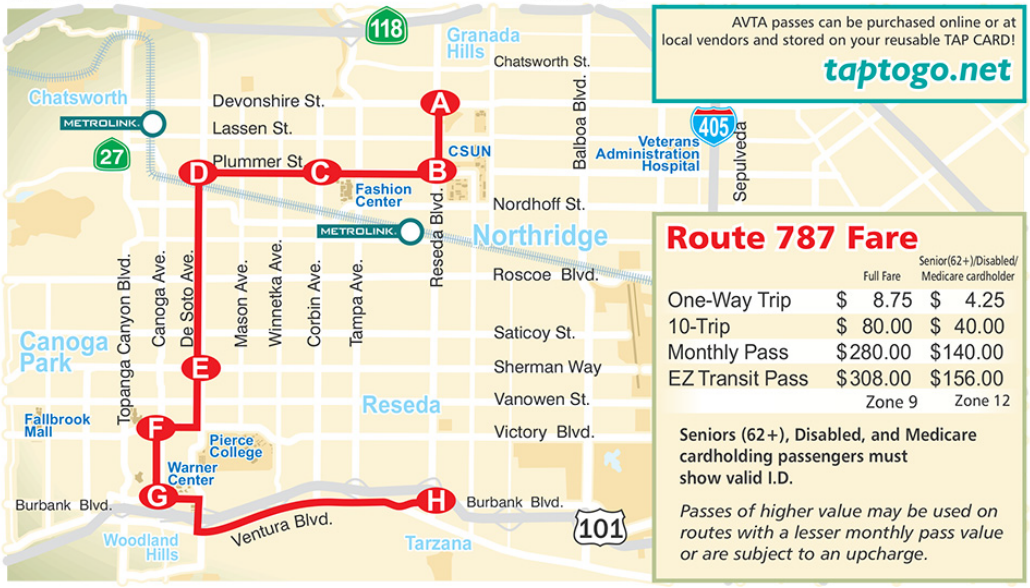
A.M. Runs
Southbound to Northridge / W. San Fernando

P.M. Runs
Northbound to Palmdale/Lancaster

Depart Sgt. Steve Owen Memorial Park	Depart Palmdale Transportation Center	Reseda & Devonshire (A)	CSUN Transit Center (B)	Plummer & Corbin (C)	De Soto & Plummer (D)	De Soto & Sherman Way (E)	Canoga & Victory (F)	Burbank & Canoga (Warner Ctr.) (G)	Reseda & Ventura (Tarzana) (H)		Ventura & Reseda (Tarzana) (H)	Burbank & Canoga (Warner Ctr.) (G)	Canoga & Victory (F)	De Soto & Sherman Way (E)	Plummer & De Soto (D)	Plummer & Corbin (C)	CSUN Transit Center (B)	Reseda & Devonshire (A)	Arrive Palmdale Transportation Center	Arrive Sgt. Steve Owen Memorial Park
4:00	4:15	5:05	5:10	5:15	5:20	5:28	5:33	5:38	5:48	RUN 1	**3:00**	**3:17**	**3:21**	**3:27**	**3:38**	**3:44**	**3:53**	**4:01**	**5:21**	**5:39**
4:20	4:35	5:25	5:30	5:35	5:40	5:48	5:53	5:58	6:08	RUN 2	**3:25**	**3:43**	**3:48**	**3:54**	**4:04**	**4:09**	**4:17**	**4:24**	**5:44**	**6:01**
4:40	4:55	5:45	5:50	5:55	6:00	6:08	6:13	6:18	6:28	RUN 3	**3:55**	**4:11**	**4:15**	**4:21**	**4:30**	**4:35**	**4:42**	**4:49**	**6:05**	**6:21**
5:00	5:15	6:20	6:25	6:30	6:35	6:43	6:48	6:53	7:03	RUN 4	**4:20**	**4:35**	**4:40**	**4:46**	**4:56**	**5:01**	**5:08**	**5:16**	**6:32**	**6:48**
5:20	5:35	6:40	6:45	6:50	6:55	7:03	7:08	7:13	7:23	RUN 5	**4:50**	**5:06**	**5:11**	**5:18**	**5:29**	**5:34**	**5:41**	**5:48**	**7:03**	**7:19**
5:40	5:55	7:00	7:05	7:10	7:15	7:23	7:28	7:33	7:43	RUN 6	**5:15**	**5:30**	**5:34**	**5:40**	**5:49**	**5:53**	**6:00**	**6:06**	**7:17**	**7:32**
6:00	6:15	7:20	7:25	7:30	7:35	7:43	7:48	7:53	8:03	RUN 7	**6:00**	**6:15**	**6:18**	**6:24**	**6:33**	**6:37**	**6:43**	**6:49**	**7:55**	**8:10**

Morning stop locations: Sgt. Steve Owen Memorial Park; Palmdale Transportation Center; Reseda & Devonshire; CSUN Transit Center; Plummer & Reseda; Plummer & Tampa; Plummer & Corbin; Plummer & Winnetka; Plummer & Mason; DeSoto & Plummer; DeSoto & Nordhoff; DeSoto & Roscoe; DeSota & Saticoy; DeSoto & Sherman Way; DeSoto & Vanowen; Victory & Variel; Canoga & Victory; Canoga & Trillium; Canoga & Erwin; Canoga & Oxnard; Burbank & Canoga; Burbank & Northrup; Desota & Kaiser; Ventura & Kelvin; Ventura & Winnetka; Ventura & Tampa; Reseda & Ventura.

Afternoon stop locations: Ventura & Reseda; Ventura & Tampa; Ventura & Winnetka; Ventura & Kelvin; Burbank & Kaiser; Burbank & Northrup; Burbank & Canoga; Canoga & Oxnard; Canoga & Erwin; Canoga & Trillium; Canoga & Victory; Victory & Variel; DeSoto & Vanowen; DeSoto & Sherman Way; DeSoto & Saticoy; DeSoto & Roscoe; DeSoto & Nordhoff; Plummer & DeSoto; Plummer & Mason; Plummer & Winnetka; Plummer & Corbin; Plummer & Tampa; CSUN Transit Center; Reseda & Plummer; Reseda & Devonshire; Palmdale Transportation Center; Sgt. Steve Owen Memorial Park.



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Route 787 Fare

	Full Fare	Senior(62+)/Disabled/ Medicare cardholder
One-Way Trip	$ 8.75	$ 4.25
10-Trip	$ 80.00	$ 40.00
Monthly Pass	$280.00	$140.00
EZ Transit Pass	$308.00 Zone 9	$156.00 Zone 12

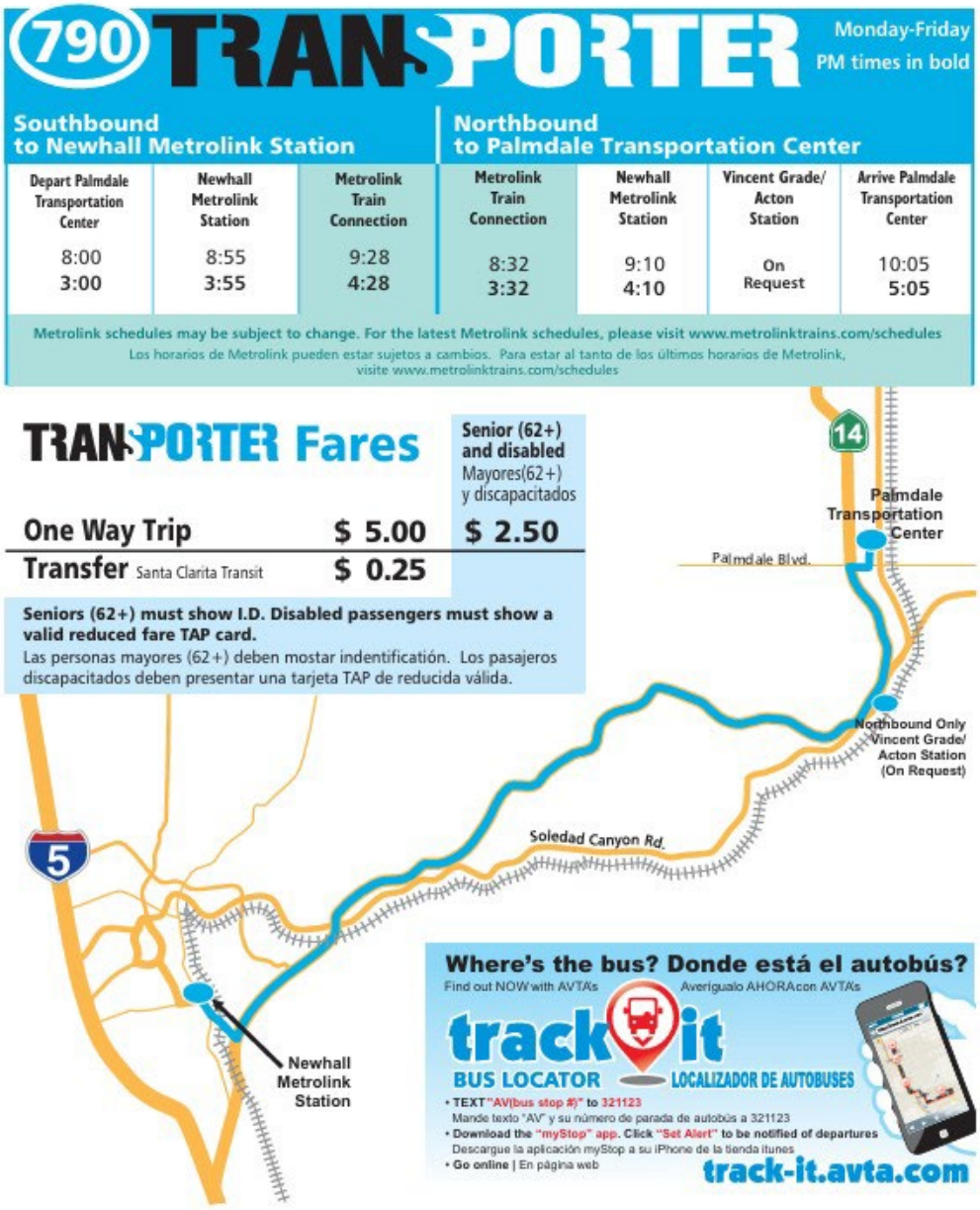
Seniors (62+), Disabled, and Medicare cardholding passengers must show valid I.D.

Passes of higher value may be used on routes with a lesser monthly pass value or are subject to an upcharge.

AVTA's Commuter Route 787 Map & Fare Table

Route 790 – North County TRANSporter

The North County TRANSporter operates four trips daily and is designed to connect transportation services between Newhall Metrolink station and the Palmdale Transportation Center. The service is intended to connect TRANSporter passengers with Metrolink's "shorty" trains that end at Via Princessa and do not travel all the way to Palmdale.

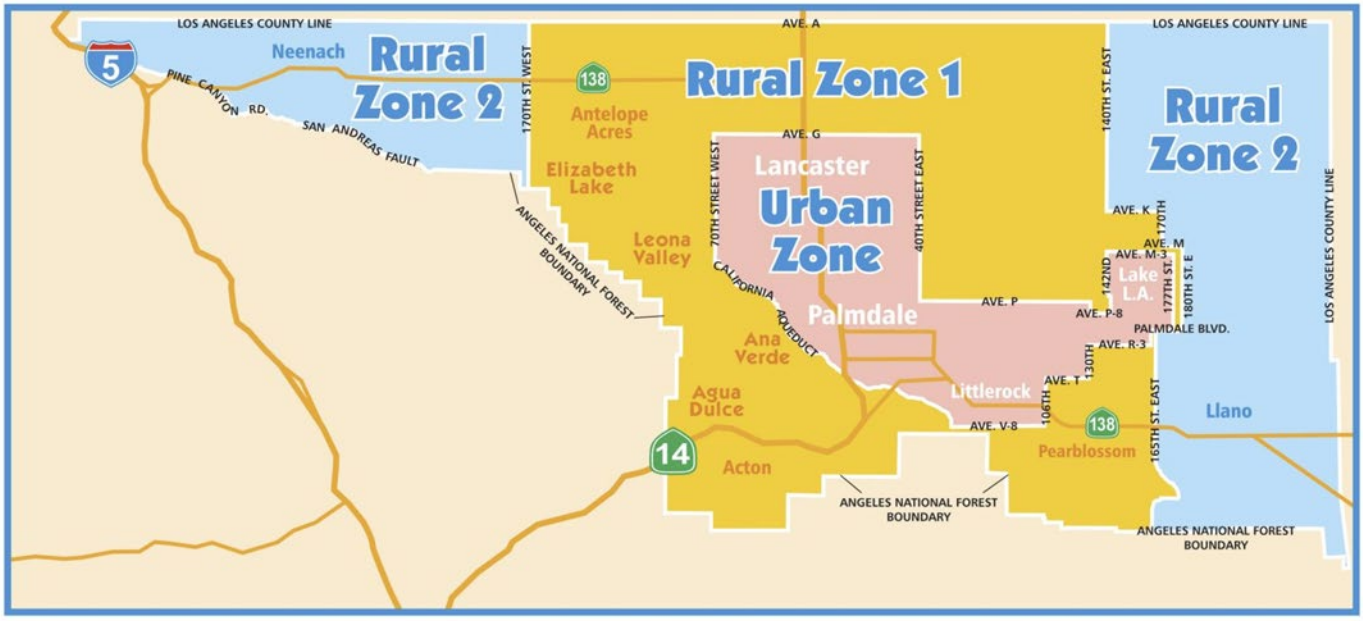


AVTA's Transporter Route 790 Map & Fare Table

Dial-A-Ride Service (DAR)

AVTA provides supplemental Dial-A-Ride response service to residents of Lancaster, Palmdale, and the unincorporated portions of Los Angeles County within the Antelope Valley. The boundaries for the Antelope Valley DAR service area are the Kern County line to the north, the San Bernardino County line to the east, the Angeles National Forest boundary to the south, and Interstate 5 on the west. AVTA Dial-A-Ride is supplemental to the service provided by Access Services, the Los Angeles County Consolidated Transportation Services Agency (CTSA) that administers the Los Angeles County Coordinated Paratransit Plan on behalf of the County's 46 public fixed route operators.

Effective April 1, 2020, DAR service is provided by AVTA's subcontractor, Antelope Valley Transportation Services (AVTS). They provide origin-to-destination service in designated urban and rural areas within the AVTA service area. The DAR service operates seven days a week in rural areas and serves the general public. DAR service is available seven days a week in urban areas to seniors (62 and over) and persons with disabilities. The urban boundaries of DAR service are Avenue G to the north, 180th St. East., 70th St. West. and Mt. Emma Rd. to the south.



AVTA's Dial-A-Ride Service Area Map

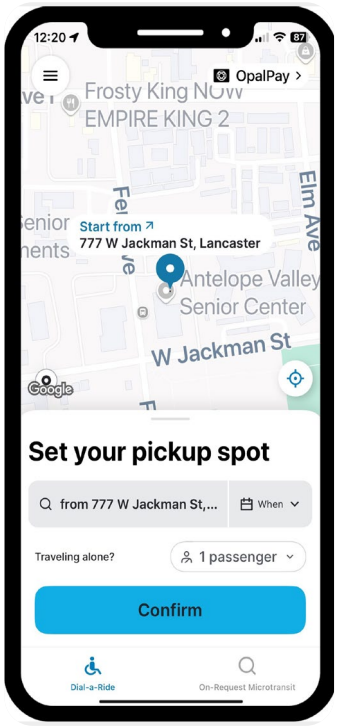
The fare structure is detailed in the following table:

Dial-A-Ride Fare Table

Urban Zone:	
One Way	$3.00
Group Rate (3+)	$1.25/person
Rural Zone 1:	
One-Way	$3.50
Group Rate (3+)	$1.75/person
Rural Zone 2:	
One-Way	$6.00
Group Rate (3+)	$3.00/person

On-Request Microtransit Ride Service

AVTA's On-Request Microtransit Ride Service offers an on-request ride service along routes 50, 51, and 52. The On-Request Microtransit Ride Service connects passengers to and from the rural communities of Lake Los Angeles, Pearblossom, Littlerock, and Sun Village to the rest of AVTA's local transit system. Fares for AVTA's On-Request Microtransit Ride Service are the same as AVTA's local transit system.

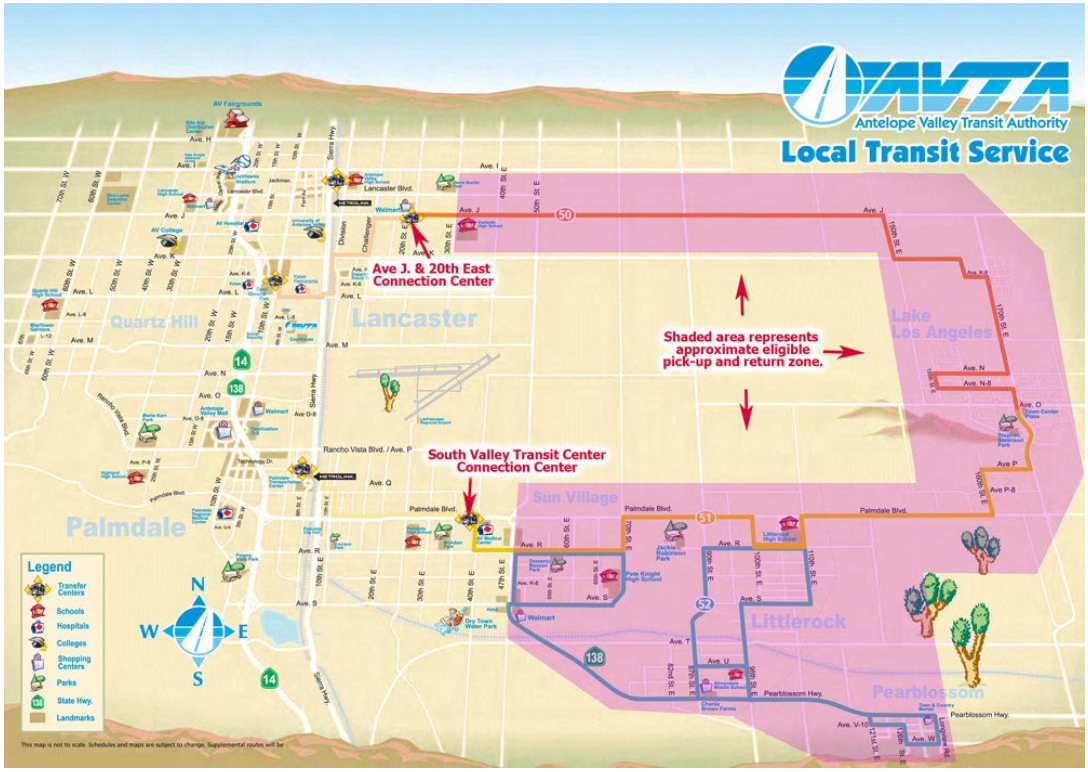


The On-Request Microtransit Ride Service uses a smartphone application (or app) called "AVTA On-Request" app that can be downloaded from Apple and Android app stores for free. AVTA On-Request app users can reserve a ride from any eligible pickup location along Routes 50, 51, & 52 during eligible hours. Eligible hours are Monday - Friday, 5 a.m. to 9 p.m., Saturday, 6 a.m. to 9 p.m., and Sunday, 7 a.m. to 9 p.m.

The "eligible pick-up and return zone" consists of locations within one mile of bus stops along Routes 50, 51, and 52 that are located east of Avenue J and 20th St. East. (along Route 50) and east of the South Valley Transit Center in Palmdale at Palmdale Blvd. and 40th St. East. (along Route 51 and all stops along Route 52). These locations are the AVTA Microtransit Connection Centers, connecting riders to the rest of the AVTA local transit system. The Boulevard Transit Center in Lancaster on Sierra Hwy. can also serve as a connection center for the On-Request Microtransit Ride Service.

Passengers from Lake Los Angeles, Pearblossom, Littlerock, and Sun Village requesting rides must select a destination that is:

- Within the pick-up and return zone (locations within one mile of Routes 50, 51, or 52 bus stops located east of the two Connection Centers)
- At the Connection Center in Lancaster at Avenue J and 20th St. East.
- At the Connection Center in the South Valley Transit Center in Palmdale at Palmdale Blvd. and 40th St. East.



AVTA's On-Request Microtransit Ride Service Map

The On-Request Microtransit Ride Service does not pick up and deliver rides between the Lancaster and Palmdale Connection Centers. Passengers picked up at Connection Centers must be delivered back to Lake Los Angeles, Pearblossom, Littlerock, and Sun Village communities (see the "eligible pick-up and return zone" shaded area on the map). Passengers wishing to return to Lake Los Angeles, Pearblossom, Littlerock, and Sun Village, must travel from the two AVTA Microtransit Connection Centers to the pick-up and return zone.

Overall System Performance

FY 2026 Initiatives Completed

EXECUTIVE SERVICES

- Completed long-awaited purchase of 43-acres of land for solar farm and future planned charging lot.
- Successfully completed 1st FTA Drug & Alcohol Audit in AVTA history.
- Modernize AVTA headquarters building and facilities.
- Held food drives in conjunction with community partners.
- Organized record-setting Stuff-A-Bus Grocery & Toy Giveaway campaign.

FINANCE AND ADMINISTRATION

- FY 2025 Single Audit Report completed with no findings or questioned costs.
- FY 2025 Audit of the Financial Statements completed with no findings or questioned costs.
- FY 2025 LACMTA Prop A and EZ Pass Audit completed with no findings or questioned costs.

FY 2027 Initiatives Planned

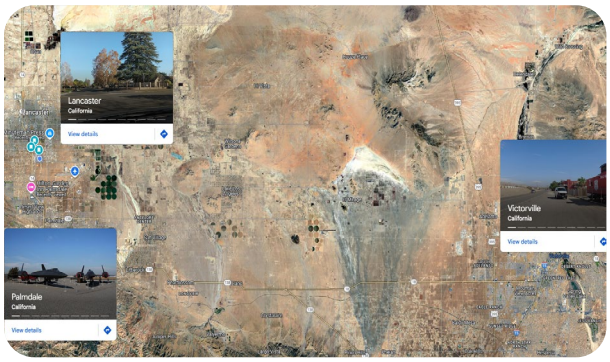
Solar Farm & Shared Charging Lot

The long-awaited AVTA solar farm project is planned to break ground in the FY 2027 budget year. The planned charging lot will be deferred until a later date. The solar farm project has been in the planning stages for over six years, and has undergone required appraisals, as well as all local, state, and federal approvals. Discretionary funds toward

the project have been awarded from the California's State Transportation Agency's (CalSTA) Transit and Intercity Rail Capital Program.

High Desert Clean Connector

This service has officially been cancelled by AVTA's Board of Directors. Capital funds were awarded as part of California's State Transportation Agency's (CalSTA) Transit and Intercity Rail Capital Program to procure four zero-emission, battery-electric, commuter coaches, in 2022, however the increased capital cost and ongoing operational funding precluded the deployment of this planned new route.



Building for our future!

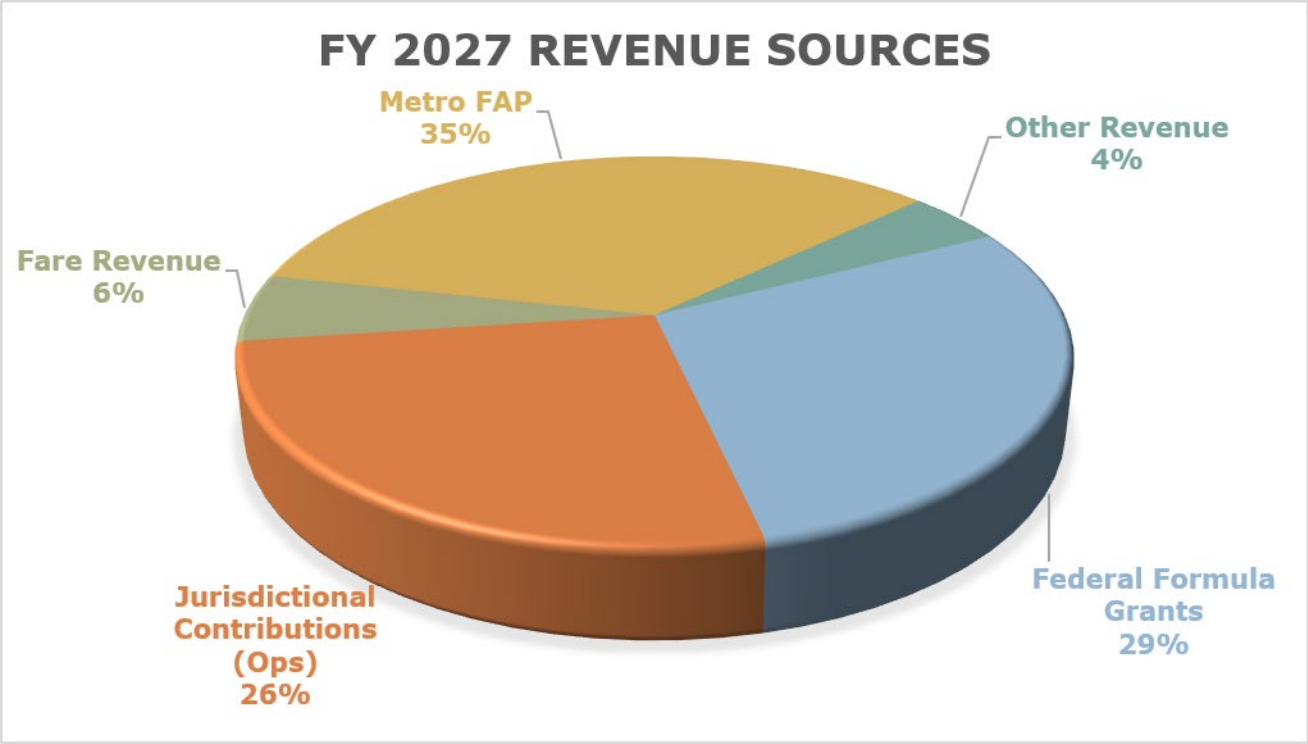
AVTA's Operations and Maintenance Headquarters, Lancaster, CA

FY 2027 Operating Budget Summary

AVTA's Fiscal Year 2027 budget reflects total expenditures of over $50 million. The following pages will summarize revenues and expenditures into general categories. Full account details for operating accounts can be found in Appendix A.

	FY 2026 Budget	FY 2027 Budget	*Increase/ (Decrease)*
Revenue			
Federal Formula Grants	$14,142,379	$14,137,866	*(4,514)*
Jurisdictional Contributions (Ops)	$6,423,480	$12,899,341	*6,475,861*
Fare Revenue	$2,700,000	$2,740,499	*40,499*
Metro FAP	$17,724,847	$16,868,083	*(856,764)*
Other Revenue	$2,293,634	$2,201,615	*(92,019)*
Revenue Total	**$43,284,340**	**$48,847,404**	$5,563,064
Expense			
Purchased Transportation	$34,383,150	$38,269,956	*3,886,806*
Fuel/Electricity	$2,894,493	$2,504,111	*(390,383)*
Gen & Admin Costs	$1,655,877	$1,301,784	*(354,093)*
Other Operating Costs	$2,303,264	$2,394,628	*91,364*
Wages & Benefits	$5,926,329	$5,592,040	*(334,290)*
Expense Total	**$47,163,114**	**$50,062,519**	$2,899,404
Surplus/(Deficit)	*$ (3,878,774)*	*$ (1,215,115)*	*$ (2,663,659)*

FY 2026 Operating Revenue Summary



Operating Revenue Details

Tax Revenue: According to the most recent Transit Fund Allocations draft from the Los Angeles County Metropolitan Transportation Authority (LACMTA), the agency will receive a total of over $16.8 million in operating funds. The decrease from prior year is primarily due to lower revenues from Measure M and Measure R.

FTA Formula Grants: AVTA will use 5307 and 5337 FTA Formula Funds in FY 2027 to assist in funding continued operations. AVTA will use $4.8 million of 5307 funding for Preventative Maintenance Costs and $7.9 for Operations. AVTA will use an additional $1.3 million of 5337 FTA Formula Funds for Preventative Maintenance costs.

Fare Revenue: Ridership levels are increasing slightly, therefore the projected revenue for FY 2027 is $2.7 million.

Jurisdictional Operating Contributions: The dramatic increase in funds in this category is due to an overhaul of the methodology for the operation contribution from each jurisdiction. The increase of $6.4 million in operating funds from the Cities of Lancaster and Palmdale, and LA County are providing AVTA with much needed funds

that will enable operational sustainability. Per the agreed upon funding formula, the jurisdictional contributions for operations are calculated as follows:

Jurisdiction	FY 2026	FY 2027	Increase/(Decrease)
Lancaster	$ 2,324,349	$ 5,202,792	$ 2,878,443
Palmdale	$ 2,142,765	$ 4,790,479	$ 2,647,714
LA County	$ 1,763,402	$ 2,690,858	$ 927,456
Total	**$ 6,230,516**	**$ 12,684,129**	**$ 6,453,613**

Other Operating Revenues: Advertising revenue is budgeted at $165K. Low-Carbon Fuel Standard (LCFS) credits are sold at market value and are estimated at $562K. Interest rates have risen significantly and so AVTA is conservatively estimating interest/investment income at $1.5 million. AVTA is also anticipating almost $66k in property lease revenue.

Operating Reserve

Beginning in FY 2013, a separate operating reserve was established with a beginning balance of $250,000. The goal was to maintain a reserve equivalent to three months of operating expenses to be set aside and used in the event of an emergency to maintain operations. This operating reserve achieved total funding of $9 million at the close of FY 2021. In FY 2022, AVTA increased the total reserve amount to $10 million due to increased contracted operations costs and the addition of the new AVTA East satellite office. The FY 2026 year included another adjustment to the reserve and was set at $12 million, however the rapidly increasing operational costs require an increase in FY 2027 to $15 million.

Capital vs. Operating Funding

AVTA's funding is classified as Capital or Operating. Regional transportation funds are allocated by the Regional Transportation Planning entity (LA Metro) to Los Angeles County fixed-route transit operators through the Formula Allocation Procedure (FAP) and the Capital Allocation Procedure (CAP). The FAP uses vehicle service miles and passenger revenues to apportion the available revenues into percentage shares. The CAP uses total vehicle miles and active fleet size (National Transportation Database data) to apportion the shares. The sources of funds are discussed below:

Revenue Sources Detailed

Los Angeles County Resources

AVTA's operating funds received through Los Angeles County Metropolitan Transit Authority (LACMTA) are subject to a process called the Formula Allocation Procedure (FAP). Capital Funds, although they are federal section 5307, or subject to allocation through a Capital Allocation Procedure (CAP).

Propositions A and C, STA, and Measures R and M funds are all allocated via the FAP, which is generated through sales tax revenues. All funds can be used to subsidize operating expenses, and some may be used for capital purposes, if not needed for operations. The FAP is based on fare revenue and vehicle service mile data from the most recent audited Transit Performance Measurement (TPM) reports available for each of the "included" and "eligible" transit operators. Metro, in its role as the Regional Transportation Planning Agency, collects performance data from all LA County operators, including their own operations. Metro then distributes the available funds to operators based on the FAP:

50% "fair units" (fare revenues divided by base fare), and 50% vehicle service miles. Thus, a major change in fare revenue or service miles by one operator (especially by LACMTA) can have a significant impact on the funding allocation of another operator. In FY 2007, LACMTA modified the FAP to stabilize and protect operators from being adversely impacted by fare and service changes made by other operators.

The main issue was that some operators, particularly those who sell monthly passes, were reducing their base fare and increasing their pass prices, which resulted in an increased "fare unit" value. The fare unit concept was originally designed to encourage operators to keep their base fares low. Once operators caught onto the mathematical implications of "gaming" the formula by increasing their fare revenues, and their share of the FAP concurrently, it quickly became a problem. Thus, the LACMTA Board modified the allocation process to "freeze" fare units in a way that allows transit operators to raise their base fare and operate more like a business, without risking a penalty in the form of a reduced FAP share of subsidies.

Proposition A 40% Sales Tax Funds: Proposition A is a transit operations voter-approved one-half cent Los Angeles County local sales tax ordinance. Funds are apportioned as follows: 25% to local return programs, 35% for Rail Development programs, and the remaining 40% through LACMTA. These funds may be used for bus operations or capital, with AVTA applying all Proposition A 40% Discretionary funds toward operations.

Proposition C 40% Discretionary Sales Tax Funds: Proposition C is a 1990 voter-approved one-half cent Los Angeles County sales tax ordinance. Funds are apportioned as follows: 5% to rail and bus security, 10% for commuter rail/transit centers, 25% for transit related street improvements, 20% for local return, and the remaining 40% through LACMTA. The funds are allocated through the following LA Metro Board adopted programs: 1) Municipal Operator Service Improvement Program (MOSIP); 2) Bus System Improvement Plan Overcrowding Relief (BSIP) 3) Transit Service Expansion (TSE); and 4) Base Restructuring. Prop C 40% funds are eligible for transit operations and capital and are applied according to specified modes and routes of service as established by MOU.

Proposition C 5% Transit Security: These funds, approved as above, are specifically intended to improve transit security. They are distributed based on total unlinked passenger trips. AVTA applies these funds to the Los Angeles County Sheriff's Department and OPSEC Security contracts.

Measure R Bus Operations & Clean Fuels: Measure R is a 2008 voter-approved Los Angeles County sales tax ordinance. These funds are eligible for bus operating and capital expenses, with AVTA applying Measure R clean fuels funds toward capital projects and operating funds toward purchased transportation.

Measure M 20% Bus Operations: Measure M is a 2016 voter-approved Los Angeles County sales tax ordinance. Funds are eligible for bus operating and capital expenses, with AVTA applying all Measure M funds towards operations.

LA County Resources from Metro FAP FY 2026 and FY 2027

Funding Source	FY 2025-2026	FY 2026-2027	Increase (decrease)
MTA:Prop A 95%/40% Discretionary	$ 7,117,587	$ 6,509,558	$ (608,029)
MTA:PROP C 40%-FOOTHILL MITIG	$ 50,474	$ 30,341	$ (20,133)
MTA:PROP C 40%-TRANSIT SRVC EX	$ 448,478	$ 462,561	$ 14,083
MTA:PROP C 40%-BUS SRVC IMPRV	$ 56,921	$ 58,708	$ 1,787
MTA:PROP C 5%-BUS SECURITY ENH	$ 181,227	$ 190,628	$ 9,401
MTA:PROP C 40%-MOSIP	$ 1,448,545	$ 1,476,295	$ 27,750
MTA:MEASURE R	$ 3,218,148	$ 3,392,584	$ 174,436
MTA: Prop A DAR	$ 1,155,120	$ 1,387,111	$ 231,991
MTA:Measure M	$ 3,183,347	$ 3,360,297	$ 176,950
Total	***$ 16,859,847***	***$ 16,868,083***	***$ 8,236***

State Resources

State Transit Assistance Funds (STA): STA is a statewide excise tax on fuel. The funds are eligible for use on transit capital and operating expenses, with AVTA applying STA funds towards local-match requirements for capital projects.

SB-1 (State of Good Repair Program): The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program providing revenues for transit infrastructure repair and service improvements. SB-1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. This investment is referred to as the State of Good Repair Program. This program provides funding annually to the State Transit Assistance (STA) Account, with funds distributed throughout the State according to the STA formula. These funds are available for eligible transit maintenance, rehabilitation, and capital projects. AVTA typically applies STA funds toward the local match requirements for capital projects.

Low Carbon Transit Operations Program (LCTOP): LCTOP is funded by auction proceeds from the California Air Resource Board's (CARB) Cap-and-Trade Program and deposited into the Greenhouse Gas Reduction Fund (GGRF). This program is a component of the State of California budget (by Senate Bill 852 and Senate Bill 862) to reduce greenhouse gas emissions. These funds are eligible for transit operating and capital projects that reduce greenhouse emissions. Annual allocations are swapped with LACMTA for an equivalent amount from an alternate fund source and applied in the same manner as STA funds.

Transit and Intercity Rail Capital Program (TIRCP): TIRCP is a discretionary grant program created by Senate Bill 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015). The program provides grants from the Greenhouse Gas Reduction Fund for transformative and modernized capital improvements. AVTA has been awarded discretionary funds through grant awards in 2015, 2016, 2018, 2020, 2022 and 2023 toward replacement and expansion buses, new transit centers, and charging infrastructure systems. No TIRCP funds are projected in AVTA's FY 2027 capital budget, with awarded funds to be applied toward the future charging lot project.

Federal Resources

Federal Funding by Urbanized Area

2020 CENSUS - The Authority's FTA funding comes from three sources: the Palmdale/Lancaster UZA, the Los Angeles/Long Beach/Anaheim UZA, and the Santa Clarita UZA. The Palmdale/Lancaster UZA funds come directly to AVTA from FTA, while the Santa Clarita UZA funds are received and allocated through Los Angeles County Metropolitan Transportation Authority (LACMTA).

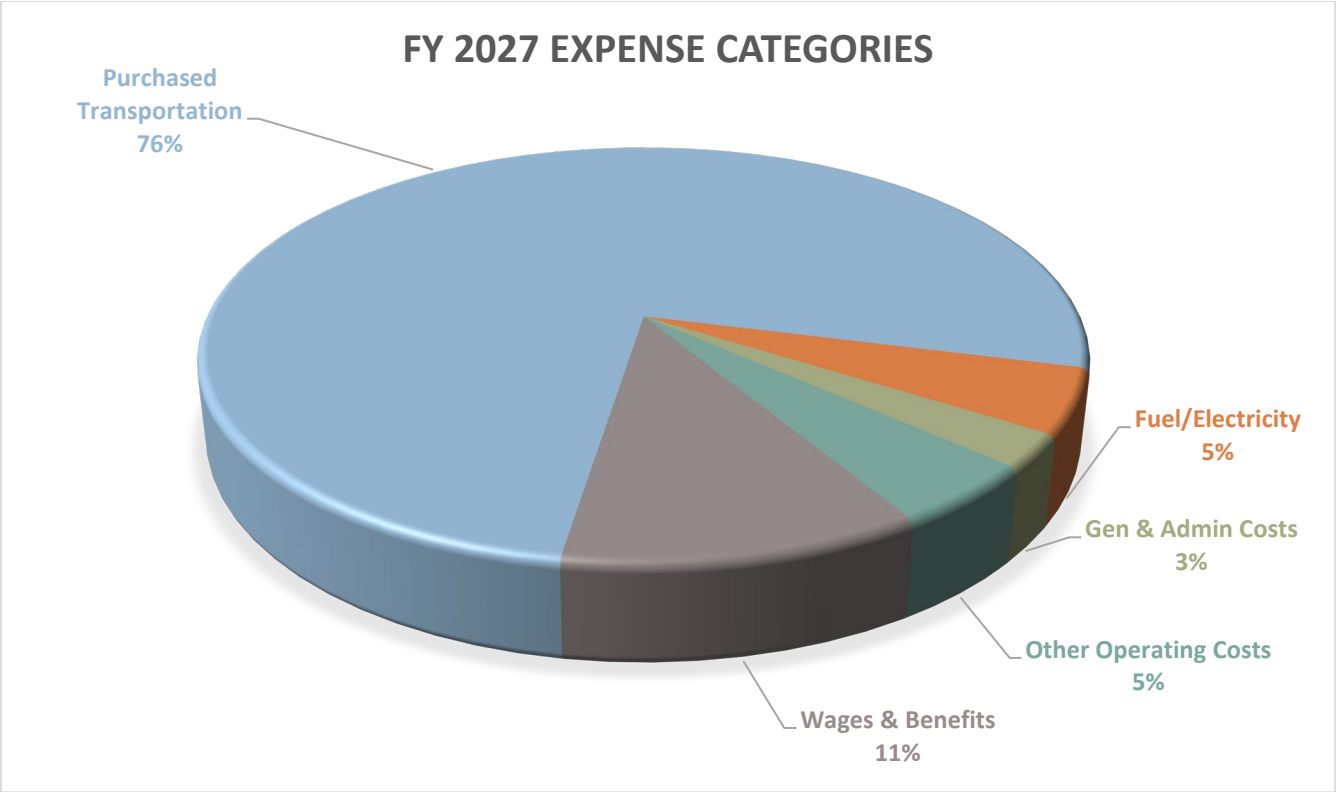
FTA Section 5307 Urban Area Formula Program: The Federal Transit Administration allocates these funds based on a formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue, and base fare. Funds used for capital expenses require a 20% local match, while funds used for operating purposes require a 50% local match. Funds used to procure ADA and CAA compliant revenue vehicles require a 15% local match. AVTA's FY 2027 budget applies these funds toward both capital and operating expenses.

FTA Section 5339(a) Bus and Bus Facilities / (b) Low-or No-Emission Program: The Bus and Bus Facilities program (49 U.S.C. 5339) allocates federal resources to direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations, to modify low or no-emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program, the Low-or-No-Emission Vehicle Program, provides competitive discretionary grants for bus and bus facility projects that support low and zero-emission vehicles and require a 20% local match. AVTA's FY 2027 budget applies formula funds toward capital projects and does not contain any discretionary funds.

FTA Section 5337 State of Good Repair Program: State of Good Repair funds must be used either to maintain system infrastructure for buses or rail operating on exclusive transportation right-of-way or to maintain buses operating on lanes not fully reserved for public transportation. They are capital funds used to maintain, replace and rehabilitate vehicles and transportation equipment and require a 20% local match. AVTA's FY 2027 budget applies these funds toward preventive maintenance and capital projects.

FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program: These funds are used to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet these needs. The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in large urbanized, small urbanized, and rural areas. Funding can be used for "traditional" capital projects as defined in 49 U.S.C. 5302(3), or "nontraditional" projects such as capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act (ADA) complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities. Funds are awarded biannually through a competitive process conducted by LACMTA. AVTA's FY 2027 budget uses previously awarded operating funds.

All prior COVID stimulus funds have been exhausted, such as Coronavirus Aid, Relief, and Economic Security Act (CARES), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA), and the American Rescue Plan Act of 2021 (ARPA).



Operating Expenditure Details

AVTA spends over three-quarters of its revenue on operating and maintaining the fleet of vehicles for all services. AVTA contracts with MV Transportation to provide operations and maintenance of AVTA's fixed-route fleet, and with Antelope Valley Transit Services (AVTS), to operate AVTA's DAR, On-Request Microtransit Ride Service (ORMRS), and Non-Emergency Medical Transportation.

AVTA is also working to expand the solar footprint at its property. This solar farm is expected to significantly reduce reliance on electricity provided by Southern California Edison, thereby reducing electricity expenses in future years.

OPERATING EXPENDITURES

- **Purchased Transportation**:
    - **Fixed-Route**: FY 2027 is the fifth year MV will be AVTA's fixed-route purchased transportation provider. The contract states a revenue hour rate increase from $157.25 to $163.48 in FY 2027. AVTA has budgeted

as close to actual revenue hours as possible in FY 2027 and therefore anticipates just over 187K revenue hours during the fiscal year.

- **Microtransit, DAR, and NEMT**: AVTS provides purchased transportation services for these on-demand rides. DAR is budgeted at $6.2 million, Micro-transit at $1.3, and NEMT at $17K.

- **Bus Propulsion:** The majority of AVTA's fleet is electric; however, some small gasoline vehicles are needed. The traditional fuel total is $87K. The remainder of the fleet is electric and charging costs are budgeted at approximately $2.4 million, with planned reductions in future years related to the addition of the solar farm.

- **Personnel:** AVTA plans to maintain a 48 person staff during FY 2027. The FY 2027 personnel budget assumes no COLA for this fiscal year and a maximum merit raise of 3%. AVTA has reduced staffing costs approximately 6% when compared to 2026.

  - Benefits: The employee benefit structure includes Medical, Dental and Vision insurance as well as some ancillary insurance. Though the costs per employee will rise approximately 5% for these benefits. AVTA will not show a year over year cost change due to staffing structure.

  - Pension: For FY 2027, the employer share of CalPERS has decreased slightly from 11.92% to 11.94% for CalPERS Classic. CalPERS Public Employee Pension Reform Act (PEPRA) employer contribution has also slightly decreased to 7.93% from 7.96% the year prior. CalPERS calculates pension contributions based on payroll figures one year in arrears. The employee contribution share for CalPERS Classic employees is paid by AVTA.

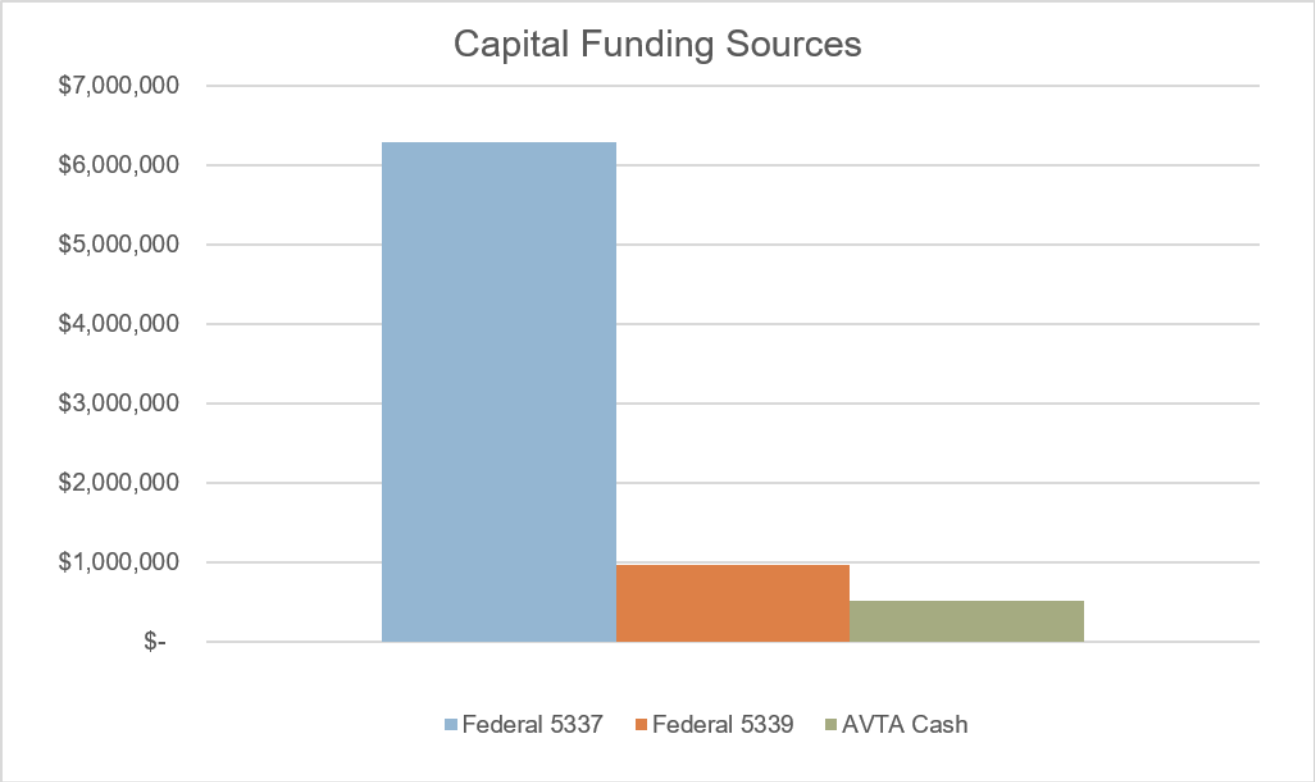
- **Insurance:** Insurance coverage costs are estimated to increase 3% above prior year's costs. Actual rates will likely be completed in June 2027 after the budget is completed and will be included in the mid-year review.

- **Capital Outlay**: FTA discontinued the availability of Transportation Development Credits for the use toward local match requirements, therefore, AVTA maintains local match requirements consistent with the awarding authority.

- **General and Administrative Costs:** AVTA anticipates an overall reduction in costs of 21% primarily due to significant decreases in security costs.

- **Other Operating Costs:** AVTA anticipates a slight increase in costs primarily due to the continued increase in costs for various software needs.

FY 2027 Capital Budget Summary



Capital Reserve

A separate capital reserve was established to accumulate the needed local match requirements for revenue vehicles. Funds are used to pay the local match percentage as required by the funding agencies for bus replacements/expansion. The Capital Reserve was exhausted in FY 2024 with the final delivery of expansion vehicles. The rebuilding of the capital reserve fund began the following year in 2025. The Authority has forecast the annual need to accumulate the required local match portion of bus replacements beyond FY 2027. AVTA's next bus replacement need is scheduled for 2028, but due to an extraordinary maintenance team, AVTA is planning to extend the procurement, which will also allow the reserve to build and earn interest.

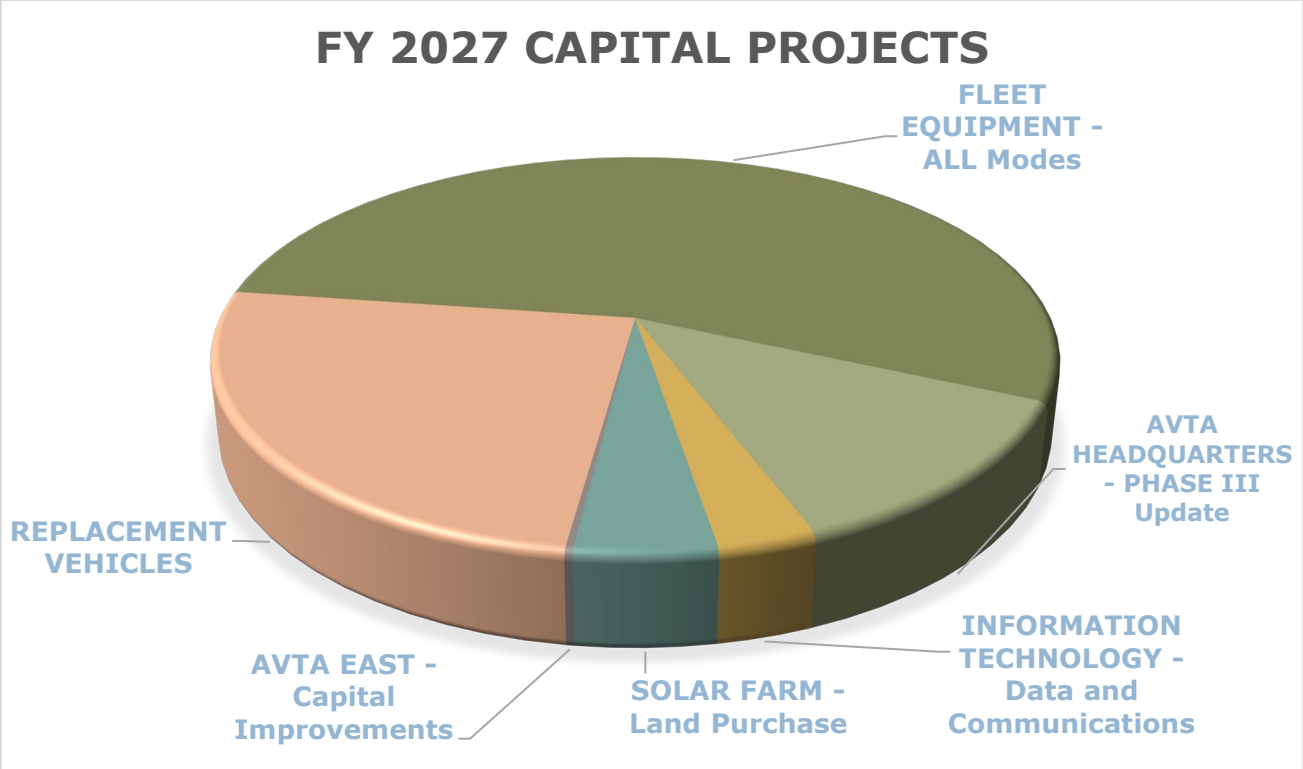
The Federal Transit Administration (FTA) provides funding to urbanized areas for transit capital and operating assistance as part of the Urbanized Area Formula Program (Section 5307). An urbanized area (UZA) is an incorporated area with a population of 50,000 or more as designated by the U.S. Department of Commerce, Bureau of the Census. AVTA serves as the transit agency for the Palmdale/Lancaster UZA and is the designated recipient for FTA Section 5307, 5337 and 5339 funds.

Funding from discretionary awards, such as FTA Sections 5310 and 5311, are normally allocated through a competitive process conducted by LACMTA. AVTA also generates federal funding allocations from the Santa Clarita UZA through Los Angeles County Metropolitan Transportation Authority's (LACMTA) formula process.

Funding for capital expenditures in FY 2027 comes from the projected carryover of FFY 2024 and FFY 2025 FTA Section 5307, 5337 and 5339 formula funds.

Capital Expenditure Plan

The chart below shows the capital projects planned for FY 2027 of almost $8 million during the fiscal year.



FY 2027 Capital Expense Summary

The FY 2027 Capital Budget includes two minor projects that have been carried over from the prior fiscal year. Funds remaining at the conclusion of the projects are reallocated through the budget process and programmed in the Transportation Improvement Program (TIP) for inclusion in future grants. Any carryover will be applied to future capital spending plans and operating support

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Appendix A – Operating Budget Account Detail

		Total FY 2027 Budget
Expense		
Fuel/Electricity		
E-Bus Electricity- Blvd. Transfer Center	$	104,679
E-bus Electricity Depot Charging	$	1,933,484
E-Bus Electricity PTC Clock Tower	$	59,670
E-Bus Electricity South Valley	$	109,719
E-bus Electricity SSOMP	$	136,686
E-Bus Electricity-AV College	$	13,494
E-Bus Electricity-AVTA East	$	58,467
Fuel - Use Tax	$	2,912
Fuel & Lubricants	$	85,000
Fuel/Electricity Total	$	2,504,111
Gen & Admin Costs		
Audit Fees	$	65,000
AVTA Charitable Events	$	145,000
Bank Fees	$	20,000
Classified Advertising	$	5,000
Consulting Fees	$	200,000
Development and Training	$	30,000
Employee Advertising & Recruitment	$	5,000
Employee Wellness Program	$	4,500
Employment Screening/ Audits	$	5,425
Legal Services	$	200,000
Marketing	$	128,750
Memberships	$	30,028
Miscellaneous Expenses	$	3,000
Miscellaneous Special Events	$	20,000
Office Supplies	$	22,000
Other General &Administration Expense	$	13,000
Postage and delivery services	$	3,000
Printing Services	$	30,000
Publications	$	400
Sales Expense for CPOS	$	824
Security	$	219,600
Sponsorships	$	88,277
Tap card fee	$	1,500
Temporary Staffing	$	2,831
Travel and Meetings	$	56,650
Un-reconciled Items/Cash short/Over	$	2,000
Gen & Admin Costs Total	$	1,301,785

Other Operating Costs		
AVTA East Expense	$	30,207
Facility - Outside Services	$	36,662
Facility Maintenance & Supplies	$	192,289
Fleet Maintenance Supplies	$	88,590
Fleet Outside Services	$	15,379
Fleet Wi-Fi	$	19,440
I.T.--Maintenance - Parts & Supplies	$	30,404
I.T.--Software Agreements/Licenses	$	750,689
Liability, Fire & Other Insurance	$	617,106
Operating Permits	$	11,582
Rental / Lease Expense	$	10,300
SCE Rental Expense	$	64,440
Tow Services	$	5,200
Utilities - Electricity	$	355,666
Utilities - Gas	$	34,671
Utilities - Telephone & Fax	$	83,453
Utilities - Waste	$	32,430
Utilities - Water	$	16,120
Other Operating Costs Total	$	2,394,628
Purchased Transportation		
Contract Services- DAR	$	6,234,901
Contract Services- Local & Commuter	$	30,628,632
Contract Services- NEMT	$	17,073
Contract Services- ORMRS	$	1,379,850
Operator Incentives	$	9,000
Ride Share costs	$	500
Purchased Transportation Total	$	38,269,956
Wages & Benefits		
Additional Compensation	$	44,681
CALPERS	$	459,828
CalPERS - GASB 68 Catch Up	$	84,996
Compensated Absences (Vac/Sick payout)	$	35,350
Dental - ER	$	44,500
Double Time Pay Holiday/Company-Wide	$	18,808
Group Life - FT	$	34,407
Long-term Care - ER	$	7,200
Long-term Disability	$	22,165
Medical - ER	$	567,727
Medicare ER	$	56,777
Over Time- Company-wide	$	50,500
Short-term Disability - FT	$	8,398
State UI - ER	$	20,399
Vision - ER	$	5,961
Wage Expense - Company-wide	$	3,915,670
Workers Comp costs plus payroll fees	$	214,671
Wages & Benefits Total	$	5,592,040
Expense Total	**$**	**50,062,519**

Revenue		
Fare Revenue		
Commuter One Way Fare	$	710,111
Fare Revenue - Metrolink/EZ Reimbursement	$	111,178
Fare Revenues - Com - 785 10-R FF	$	51,908
Fare Revenues - Com - 785 10-R RF	$	10,877
Fare Revenues - Com - 785 -EZ RF	$	1,048
Fare Revenues - Com - 785 Mo RF	$	21,644
Fare Revenues - Com - 786 10-R FF	$	22,670
Fare Revenues - Com - 786 10-R RF	$	2,351
Fare Revenues - Com - 786 -EZ FF	$	3,716
Fare Revenues - Com - 786 -EZ RF	$	924
Fare Revenues - Com - 786 Mo FF	$	101,399
Fare Revenues - Com - 786 Mo RF	$	8,582
Fare Revenues - Com - 787 10-R FF	$	66,069
Fare Revenues - Com - 787 10-R RF	$	4,934
Fare Revenues - Com - 787 -EZ FF	$	325
Fare Revenues - Com - 787 -EZ RF	$	1,317
Fare Revenues - Com - 787 Mo FF	$	56,568
Fare Revenues - Com - 787 Mo RF	$	15,635
Fare Revenues - Comm - 785 Mo FF	$	39,271
Fare Revenues - DAR - Urban	$	202,953
Fare Revenues - Local 4-Hr FF	$	806
Fare Revenues - Local 4-Hr Rf	$	15,736
Fare Revenues - Local Day FF	$	399,697
Fare Revenues - Local Monthly FF	$	426,959
Fare Revenues - Local Weekly FF	$	29,660
Fare Revenues- 790 Transporter	$	11,542
Fare Revenues- ORMRS	$	10,479
S/D 4 Hour Pass	$	6
S/D Annual Pass	$	80,228
S/D Day Pass	$	82
S/D Monthly Pass	$	3,305
S/D One Way Trip	$	72,434
S/D Weekly Pass	$	513
Stored Value	$	255,573
Fare Revenue Total	$	2,740,499
Federal Formula Grants		
FTA: Section 5307 UZA Operating Assistance	$	7,357,034
FTA: Section 5307 UZA Prev. Maint	$	5,448,424
FTA: Section 5337 HIMB (Commuter)	$	1,332,408
Federal Formula Grants Total	$	14,137,866
Jurisdictional Contributions (Ops)		
Bus Stop Maintenance Lancaster	$	113,891
Bus Stop Maintenance Palmdale	$	101,321
Operating Contributions - LA County	$	2,690,858
Operating Contributions - Lancaster	$	5,202,792
Operating Contributions - Palmdale	$	4,790,479
Jurisdictional Contributions (Ops) Total	$	12,899,341

Metro FAP		
MTA Prop A DAR	$	1,387,111
MTA:Prop A 95%/40% Discretionary	$	6,509,558
MTA:PROP C 40%-BUS SRVC IMPRV	$	58,708
MTA:PROP C 40%-FOOTHILL MITIG	$	30,341
MTA:PROP C 40%-MOSIP	$	1,476,295
MTA:PROP C 40%-TRANSIT SRVC EX	$	462,561
MTA:PROP C 5%-BUS SECURITY ENH	$	190,628
MTA-Measure M	$	3,360,297
MTA-MEASURE R	$	3,392,584
Metro FAP Total	$	16,868,083
Other Revenue		
Advertising Revenue	$	165,000
AVTA Charitable Events	$	130,000
AVTA East Income	$	54,000
Gain on Sale of Disposal of Assets	$	31,687
Investment Income	$	1,150,000
LCFS Credits	$	635,928
Other Revenues	$	35,000
Other Revenue Total	$	2,201,615
Revenue Total	**$**	**48,847,404**

Appendix B – Capital Budget Account Details

FY27 CAPITAL PROJECTS	PROJECT BUDGET	FED/STATE	AVTA
FLEET			
REPLACEMENT VEHICLES			
DAR / NEMT Replacement Vehicles (15 units)	$ 1,822,965	$ 1,549,520	$ 273,445
Maintenance Trucks (3 units)	$ 120,000	$ 96,000	$ 24,000
FLEET EQUIPMENT - ALL Modes			
Charging Equipment (WAVE, Heliox, ABB,	$ 2,190,000	$ 1,752,000	$ 438,000
Maintenance Tools	$ 55,000	$ 44,000	$ 11,000
Major Bus Components - OOW (MB+CB)	$ 600,000	$ 480,000	$ 120,000
Major Van Components - OOW	$ 1,000,000	$ 800,000	$ 200,000
Radio Equipment	$ 10,000	$ 8,000	$ 2,000
Service Level Maintenance Agreement	$ 60,000	$ -	$ 60,000
Tires	$ 60,000	$ -	$ 60,000
Wrap & Logo Replacements	$ 250,000	$ 200,000	$ 50,000
AVTA FLEET TOTAL	**$ 6,167,965**	**$ 4,929,520**	**$ 1,238,445**
FACILITIES			
AVTA EAST			
Firewall Replacement	$ 20,000	$ -	$ 20,000
AVTA HEADQUARTERS - PHASE III Update			
A/C & Reznor Replacement (3 units)	$ 175,000	$ 140,000	$ 35,000
Air Compressor Replacement (3 units)	$ 150,000	$ 120,000	$ 30,000
Computer IDF Room Refresh	$ 120,000	$ 96,000	$ 24,000
Flooring Replacement - Carpet & Tile	$ 75,000	$ 60,000	$ 15,000
Security Perimeter Fencing	$ 200,000	$ 160,000	$ 40,000
Storage Area - Community Room	$ 65,000	$ 52,000	$ 13,000
Shade Structure - parking lot	$ 175,000	$ 140,000	$ 35,000
Tables - Community Room (30 units)	$ 9,000	$ -	$ 9,000
INFORMATION TECHNOLOGY - Data and Communications			
Camera Upgrade - Yard (10 units)	$ 35,000	$ 28,000	$ 7,000
Communications Replacement (40 units)	$ 35,000	$ 28,000	$ 7,000
Cyber Security Technology Enhancement	$ 50,000	$ 40,000	$ 10,000
Phone System Cloud Migration	$ 10,000	$ 8,000	$ 2,000
Secured Facility Access Upgrade	$ 75,000	$ 60,000	$ 15,000
WiFi AP Upgrade - Yard	$ 20,000	$ 16,000	$ 4,000
WiFi Upgrade - Maintenance Facility	$ 25,000	$ 20,000	$ 5,000
Solar Farm			
Land (7 parcels; 43 acres)	$ 357,566	$ -	$ 357,566
AVTA FACILITIES TOTAL	**$ 1,596,566**	**$ 968,000**	**$ 628,566**
AVTA FY27 CAPITAL PROJECTS TOTAL	**$ 7,764,531**	**$ 5,897,520**	**$ 1,867,011**